AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS

1 - 21. (Canceled)

22. (Previously presented) A front-wheel suspension system for the guidance and springing of the front wheel of wheeled vehicles having a single front wheel, such as bicycles, tricycles and motorcycles, said suspension system comprising:

a frame supported on the vehicle wheels, the frame providing a fixed front suspension point and a fixed steering point;

a swingable arm operatively connected at one end to the fixed front suspension point and providing a variable second steering point at the other end of the arm;

the fixed steering point and the second steering point defining the steering axis;

a fork operatively combined with the frame and having at least one fork leg for connection to the front wheel of the vehicle, the fork having a longitudinal axis;

a first fork joint operatively connecting the fork to the fixed steering point; and

a second fork joint spaced from the first fork joint along the longitudinal axis of the fork, the second fork joint operatively connecting the fork to the frame at the second steering point provided by the swingable arm;

the second fork joint connected to the swingable arm being adjustably movable along the axis of the fork to thereby change the angle of the steering axis relative to the frame.

23. (Original) The front wheel suspension system of claim 22 in which the first fork joint is an upper fork joint, the fixed steering point being operatively connected to the upper fork joint, and the second fork joint is a lower fork joint, the second steering point of the swingable arm being operatively connected to the lower fork joint.

24 - 30. (Canceled).

31. (Previously presented) The front wheel suspension system of claims 22 or 23 in which the fork is a three part fork, including a lower connection element connected to the front wheel of the vehicle, a middle connection element connected to the lower fork joint and an upper connection element connected to the upper fork joint, the lower connection element being slidable relative to the middle connection element in a first working chamber, and the middle connection element being slidable relative to the upper connection element within a second working chamber.

32. (Original) The front wheel suspension system of claim 31 in which the lower connection element is supported by the middle connection element by a spring in the first working chamber and the middle connection element is supported by the upper connection element by a spring in the second working chamber.

33 - 35. (Canceled)

36. (Original) The front wheel suspension system of claim 31 in which the middle connection element is formed in two parts connected by a ball and socket joint, each part of the middle connection element defining a separate working chamber containing a spring.

37 - 60 (Canceled)

61. (Previously presented) A three part fork, for use with the front-wheel suspension system for the guidance and springing of the front wheel of wheeled vehicles having a single front wheel, the telescopic fork comprising:

a lower connection element connected to the front wheel of the vehicle;

a middle connection element;

an upper connection element; and

the middle connection element being formed in two parts, a lower part and an upper part connected by a ball and socket joint:

the lower connection element being slidable relative to the first part of the middle connection element in a first working chamber, and the second part of the middle connection element being slidable relative to the upper connection element within a second working chamber, each working chamber containing a spring.

62 - 63. (Canceled)

64. (Previously presented) A frame including a steering head with adjustable steering-head angles for bicycles and motorcycles comprising:

a fixed steering point on the frame that defines a first bearing point of the steering head;

a fixed suspension point on the frame;

a swingable arm operatively connected at one end to the fixed suspension point on the frame and operatively connected at the other end to another steering point on the steering head to define a second, moveable bearing point on the steering head;

the first bearing point and the second moveable bearing point defining a steering axis;

and the first bearing point and the second moveable bearing point of the steering head also determining the steering head angle;

whereby the first bearing point and the second moveable bearing point which determine the steering-head angle are connected not rigidly to the frame but provide a variable position in the steering axis.

65. (currently amended) A three part fork, for use with the front-wheel suspension system for the guidance and springing of the front wheel of wheeled vehicles having a single front wheel, the telescopic fork comprising:

a lower connection element connected to the front wheel of the vehicle;

a middle connection element having a first working chamber; and

an upper connection element having a second working chamber;

the lower connection element being slidable relative to the middle connection element in the first working chamber, ~~and~~ the middle connection element being slidable relative to the upper connection element within the second working chamber, and the lower connection element thereby being movable relative to the upper connection element.

66. (Canceled)

67. (new) A three part fork for use with the front-wheel suspension system for the guidance and springing of the front wheel of wheeled vehicles having a single front wheel, the telescopic fork comprising:

a lower connection element connected to the front wheel of the vehicle;

a middle connection element having a first working chamber;

an upper connection element having a second working chamber;

the lower connection element being slidable relative to the middle connection element in the first working chamber, and the middle connection element being slidable relative to the upper connection element within the second working chamber;

a first spring in the first working chamber, which first spring supports the lower connection element; and

a second spring in the second working chamber, which second spring supports the upper connecting element, the lower, middle and upper connecting elements shifting relative to each other depending upon the respective loads applied to them.